1998
California Transportation Plan

Discussion Draft

March 26, 1998

1998
California Transportation Plan

- Project background
- Module summaries
- Process to complete

State Plan Background

- 1975 experience
- 1993 CTP
- Three critical recommendations

1998 Implementation Update

- Agency-led collaborative effort
- Two critical studies
- Three-tier advisory structure

Key Dates

- Public release of discussion drafts--3/26
- Public comment period--3/26 to 5/12
- Three public forums--

  4/24 SANDAG, 5/7 SCAG, 5/8 MTC
- Final PAC meeting--6/9
- Documents delivery--6/30

Discussion Draft Summaries

- Statewide goods movement strategy
- Transportation System Performance Measures

Statewide Goods Movement Strategy

What is it?

"...A strategic policy and action blueprint for improving the goods movement transportation system."

Strategy Goals

- Enhance California's economic vitality by improving multi-modal access and mobility for goods.

Strategy Goals (Continued)

- Develop and manage the transportation system based on explicit understanding of system performance and customer expectations.

Strategy Objectives

- Reduce non-recurrent delay due to accidents and other incidents.
- Reduce recurrent delay on the transportation system.

Strategy Objectives (Continued)

- Reduce the number of transportation system miles requiring immediate rehabilitation.
- Reduce delays at California state and international borders.

Strategy Objectives (Continued)

- Improve intermodal access and connections
- Reduce physical, operating and regulatory impediments

Strategy Objectives (Continued)

- Develop improved analysis tools and information
- Expand and strengthen partnerships between the goods movement industry and the public sector

Strategic Policies

- Maintain and improve the state's multi-modal goods movement transportation system
- Take a long-term approach in planning and investing in California's transportation system

Strategic Policies (Continued)

- Give goods movement equal and appropriate consideration
- Require state involvement in the planning and development of each modal component
- Focus system investments on interregional high emphasis routes, corridors, gateways, and facilities

Strategic Policies (Continued)

- Recognize the feeder access network must also be maintained.
- Ensure the state has the financial and technical flexibility to respond to transportation problems that are in the public interest, regardless of mode.

Strategic Policies (Continued)

- Pursue new technology approaches and various low-cost operational strategies.
- Work in close partnership with all levels of government and the private sector, seeking consensus solutions to transportation issues.

Actions Considered

- 62 alternative actions identified
- Address six issue categories
- Suggested by executive committee, PAC, SIGMAC, regional agencies and staff

Evaluation Process

- 33 factors considered in four categories
- Goals, objectives and policies
- System performance impacts
- Project-specific impacts
- Implementation concerns

What Is Being Proposed?

- Action categories address full transportation spectrum
- Approximately 1/2 are multi-modal
- Approximately 2/3 assume Caltrans lead responsibility

Recommended Action Categories

- Capacity improvements
- Design changes
- Operational modifications
- Safety enhancements
- Planning/funding guideline efforts
- Institutional changes

What We Hope Will Occur

- Actions incorporated in Department, other State, and regional agency business plans, operation plans, and work programs
- Projects incorporated in future state and regional documents (ITIP, RTPs, RTIPs, SHOPP)
- Ultimately, an improved goods movement transportation system

Transportation System Performance Measures

What are we measuring?

"Outcomes of the total transportation system"

What Performance Measurement Is

- A standard management function to help understand accomplishments
- Critical elements: clear purpose and simple set of metrics based on readily obtainable data

What Performance Measurement Is

- Responsible management
- A planning tool to improve investment analysis

What Performance Measurement Is

- Customer-oriented as opposed to service provider-driven
- Genuine system perspective, as modally blind as possible
- First-cut, lengthy, evolving process

Purpose

- To develop indicators/measures to assess the performance of California's multi-modal transportation system to support informed transportation decisions by public officials, operators, service providers, and system users.

Purpose

- To establish a coordinated and cooperative process for consistent performance measurement throughout California.

Goals

- Understand the role the transportation system plays in society
- Focus on outcomes at the system level rather than projects and process (performance in the eye of the customer)

Goals

- Build transportation system relationships (partners) with clearly defined roles, adequate communication channels, and accountability at all levels
- Better illuminate and integrate transportation system impacts of non-transportation decisions

Module Workplan

- Review existing performance measurement efforts
- Identify transportation system outcomes

Module Workplan

- Develop indicators/measures which correlate to the outcomes
- Develop an implementation scheme

Conference Themes

- Outcome vs. Output performance measures
- Performance measures should be decision tools not decision rules

Conference Themes

- Emphasize the product not the process
- Political buy-in for successful measures
- Include the user and customer in the process

Issues Identified

- Intergovernmental and interregional issues
- Intermodal
- Achieving simplicity and comprehensiveness
- Data: cautions and prospects

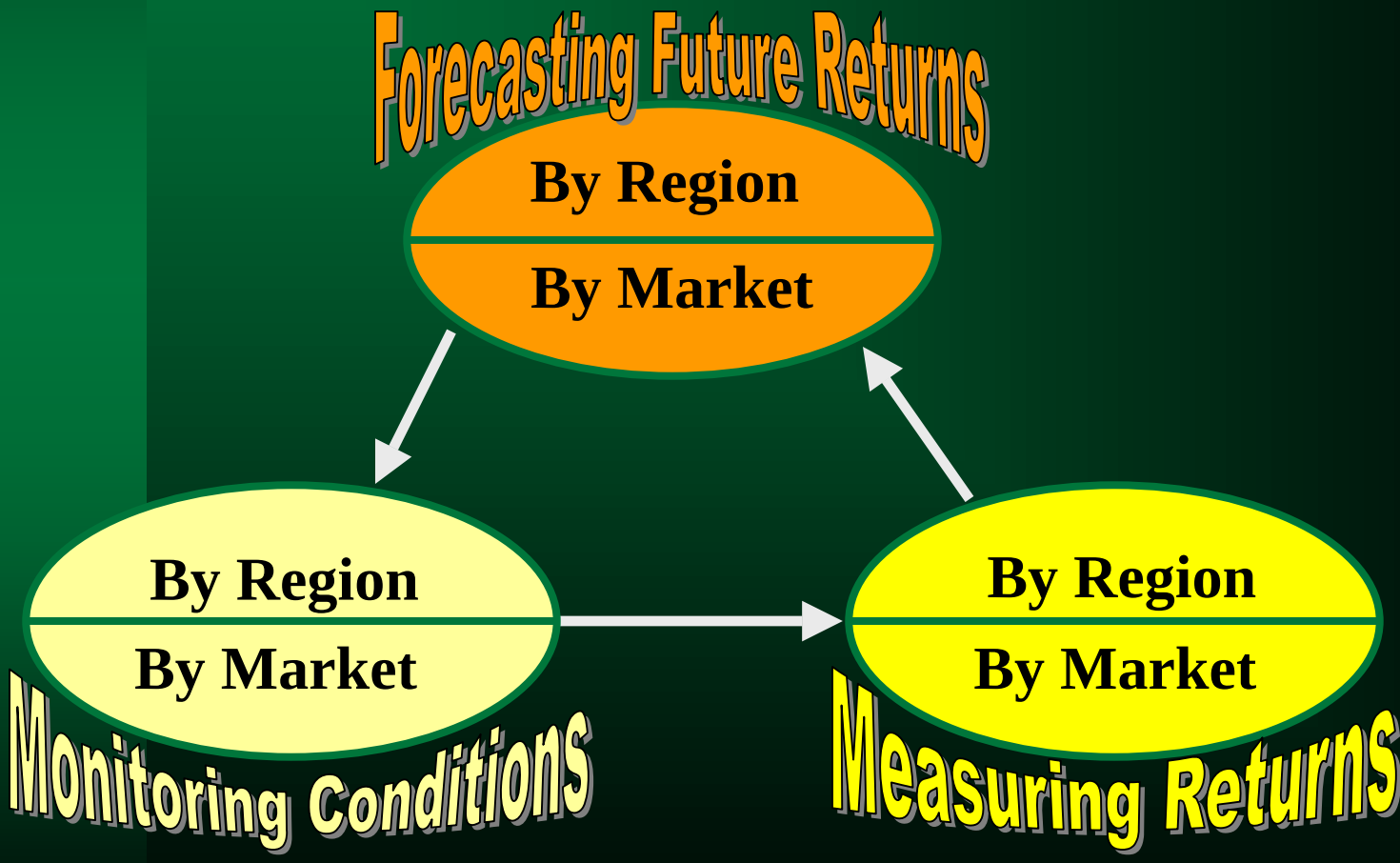
Design Criteria

- Indicators must be easy to use/simple to understand.
- Indicators must be measurable across all modes.
- Use existing data sources, and conform to existing performance activities (MTC, SCAG, ITMS etc.) wherever and whenever possible.

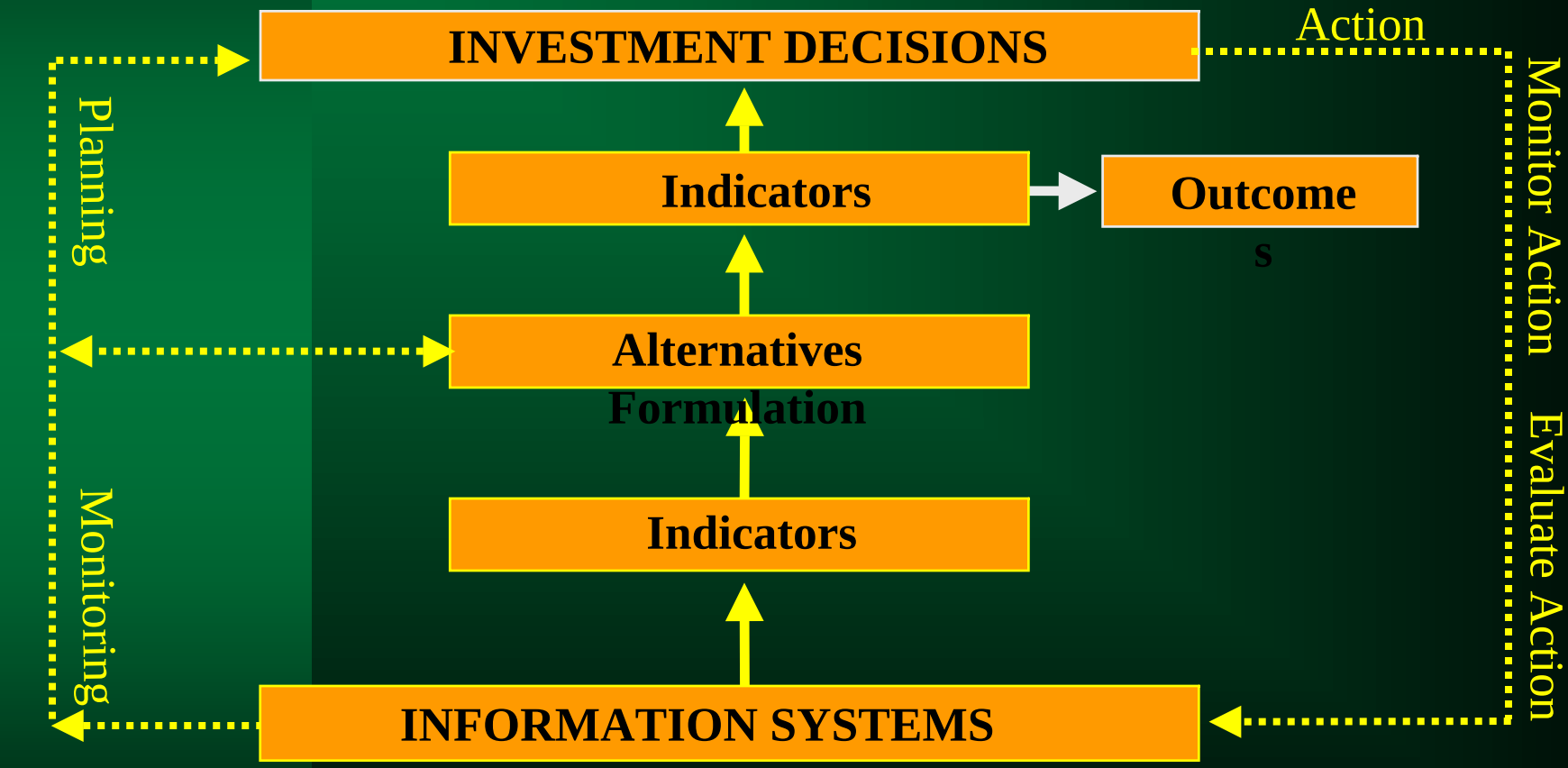
Proposal

- Monitor & forecast
- Integrate whenever possible
- Coordinate
- Common language
- Common data

System Performance -
A Continuous Process



The Process


INVESTMENT DECISIONS
Action
Planning
Indicators
Outcome
s
Alternatives
Formulation
Monitor Action
Evaluate Action
Indicators
Monitoring
INFORMATION SYSTEMS

Outcomes

- MOBILITY/ACCESSIBILITY– reaching desired destinations with relative ease within a reasonable time, at a reasonable cost with reasonable choices.
- RELIABILITY -- providing reasonable and dependable levels of service by mode.
- COST-EFFECTIVE -- maximizing the current and future benefits from public and private transportation investments.
- SUSTAINABILITY -- providing transportation choices that are convenient, affordable and comfortable.
- PRESERVATION - preserving the transportation system while meeting the needs of the present without compromising the ability of future generations to meet their own needs

Outcomes (continued)

- ENVIRONMENTAL QUALITY – Helping to maintain and enhance the quality of the natural and human environment.
- SAFETY & SECURITY -- Minimizing the risk of death, injury, or property loss.
- EQUITY-- Fair distribution of benefits and burdens
- CUSTOMER SATISFACTION -- Providing transportation choices that are convenient, affordable and comfortable.
- ECONOMIC WELL-BEING - Contributing to economic growth

Outcomes

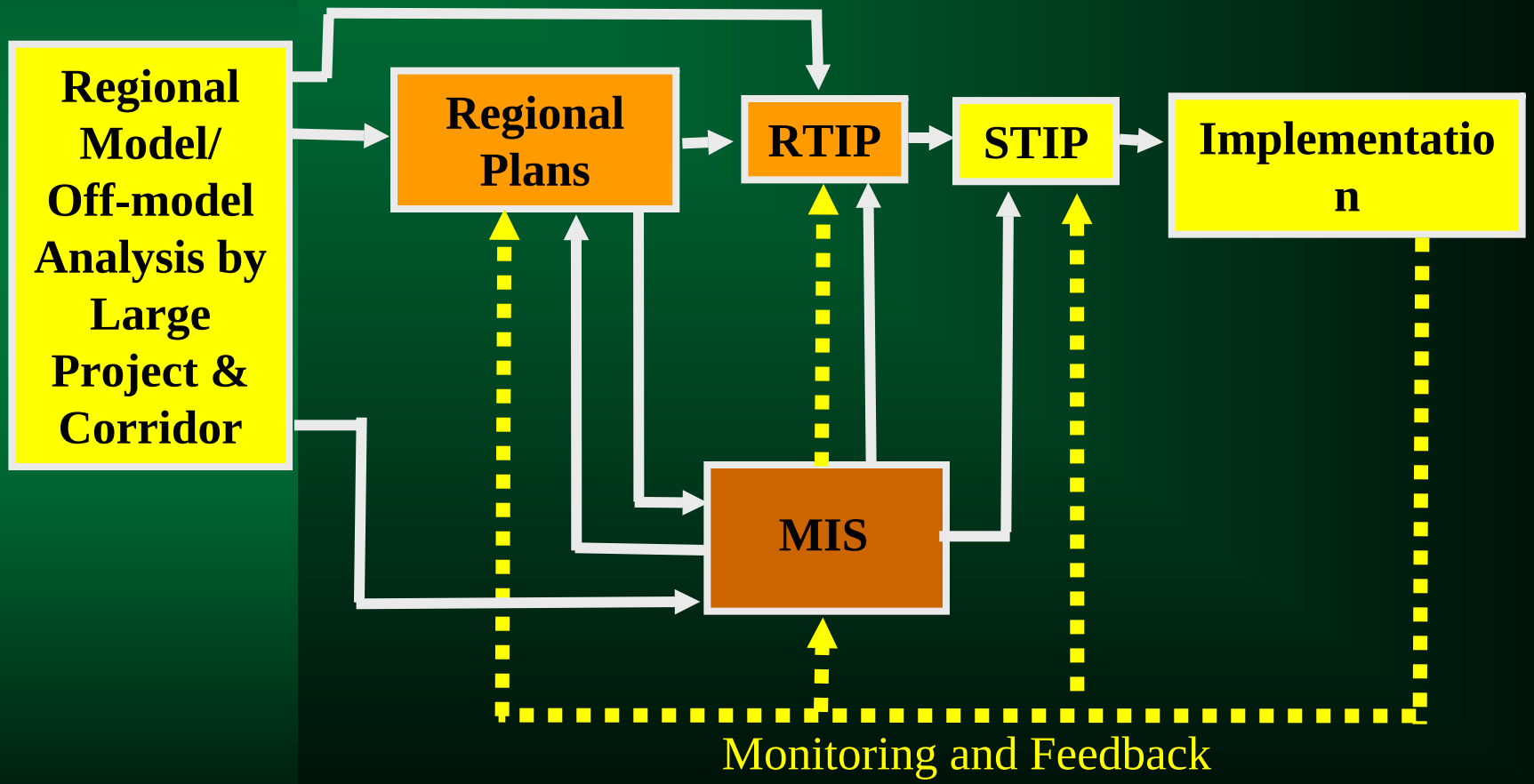
Efficiency/ Effectiveness

- Mobility/Accessibility
- Reliability
- Cost-effective
- Customer Satisfaction
- Economic Well-being

Responsibility

- Safety & Security
- Environmental Quality
- Sustainability
- Equity

Decision Linkage



Bottom Line

- Better business practices
- Essential for system management
- Opportunity for stronger, clearer partnerships

Project Public Outreach

- Mass mailing of discussion drafts
- Website & email account
- Information presentations
- Public forums (3)
- Public notices/press releases

Your Role

- Be informed
- Inform others
- Comment by mid-April